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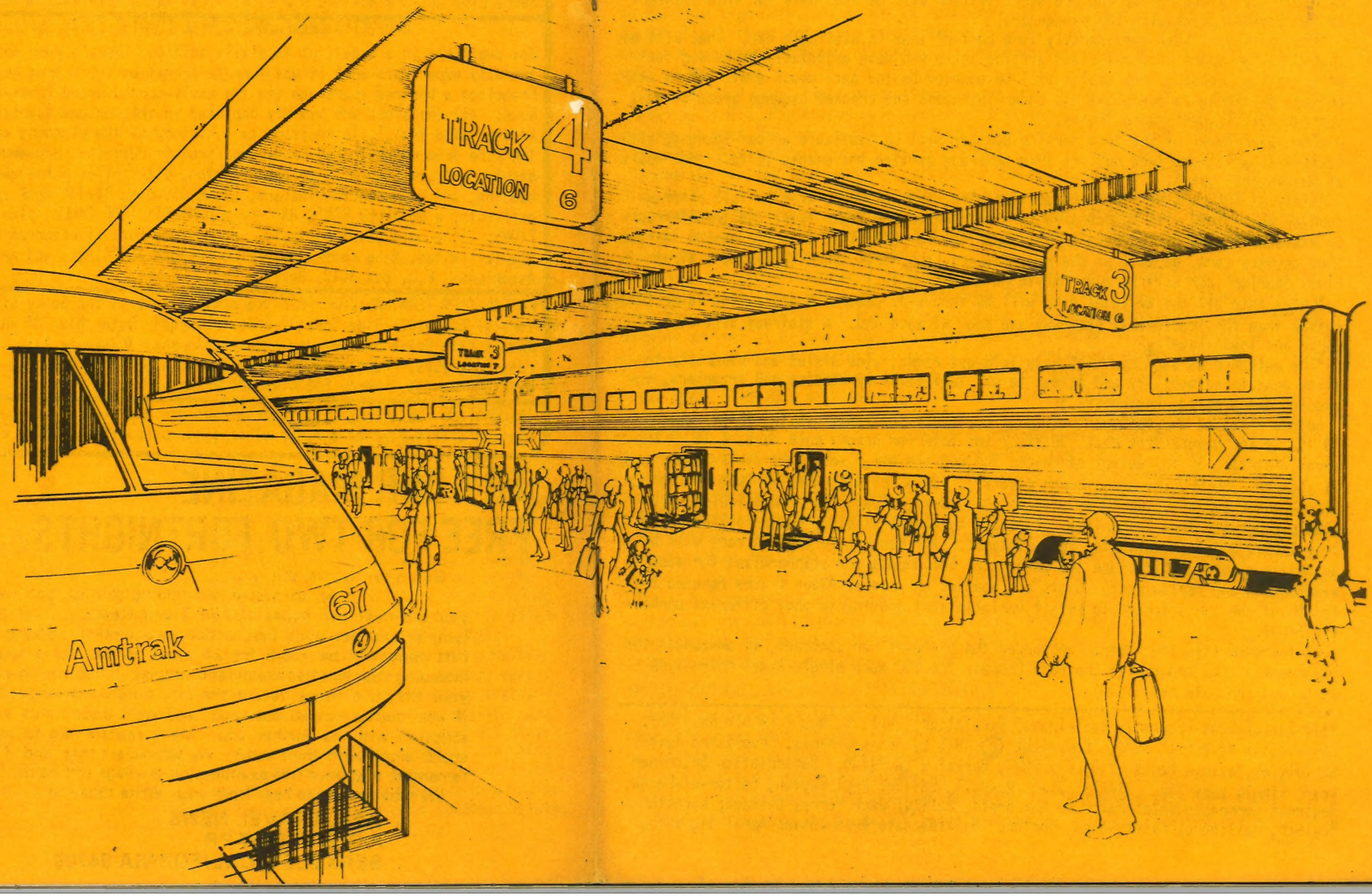


DOUBLE-DECK RAIL CAR -- The first new long-distance cars designed in this country since the mid '50's have been ordered by Amtrak. This artist's sketch shows passengers boarding and baggage being loaded on the lower level of the two-level cars.

THE COVER STORY

The cover picture this issue is an artist's rendering, released by Amtrak, of the rail corporation's new bi-level cars now on order. Amtrak announced on April 2 that the Pullman-Standard Company had accepted its contract for 235 of the new cars, to be built at its Hammond, Indiana plant. In its press release Amtrak said the following about the new design:

"The Amtrak bi-level will be a new train unmatched anywhere else in the world... The new bi-levels, with their stairways, double-levels and generous lounge, refreshment and dining area, will provide a train more spacious and varied than ever before possible. Improved air-cushioned suspension systems will give a smoother ride and sound absorbing materials will isolate the passengers from exterior noise and mute sounds within the train.

"Because of the bi-level design, most of the passengers will enjoy 'dome-car visibility' from their seats and in the dining car. The climate within the train will be electrically controlled and new sound systems will be available for entertainment or for communication with the passengers.

"The seats will have considerably more comfort than is available now. They will be spaced as far apart as first-class airline seats and have adjustable backs and foot or legrests. Folding tray tables will be mounted behind each coach seat. There will be luggage storage areas above and under the seats and checked baggage areas in most cars on most long-distance trains.

"The lower level of the food service coaches will be available as bar-lounges, with facilities providing food options from beverage service and snacks to full, hot meals at passengers' seats.

"Sixty of the cars will be food service cars, some of which will be full diner-lounges where food will be prepared in a kitchen on the lower level and transferred by elevator to the dining area on the upper level. (Detailed interior design for the food service cars, as well as the new sleepers (the first since 1956) and a first class 'parlor' car will be made public at a later date.)

"Entry into all the bi-level cars will be thru wide central doors on the lower level, rather than the traditional stairway and door at each end. A stairway will connect upper and lower levels.

"The entrance of each car will have fold-out ramps, wide aisles and handrails to allow unassisted mobility and access to all facilities by handicapped travelers, including those using wheelchairs."

Amtrak released the following bi-level car specifications: Length, 85 ft; width, 10 ft, 2½ in; height from rail, 16 ft, 2 in; interior height each deck, 6 ft, 9 in; wheel diameter, 36 in; weight of coach, 145,000 lbs max.; weight of diner-lounge and of sleeper, 155,000 lbs max.; coach capacity, 108 short distance, 86 long distance; diner-lounge capacity, up to 90 seated; max. speed, 120mph; air conditioning, all electric powered from locomotive; all doors automatic sliding; seats reclining with tray tables and foot rests for long distance. All doors into or thru cars will be automatic sliding. Structure and mechanical components are standardized for ease of maintenance and replacement. Seats are mounted on special floor tracks running the length of the car interior to permit variable seat spacing to meet different marketing needs.

At the same time that Amtrak announced the bi-level car contract, it announced the placement of its order with the Budd Company for 200 more single-level Metro-type cars (see separate news item).

Rail Travel News (Formerly Rail Travel Newsletter), Vol. 5, No. 7 (Whole No. 105). First Issue of April 1975. Copyright © 1975 by Message Media. Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $8.00 per year; single copy 35¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Malibu; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston. Mailing date this issue: April 14, 1975.

IMPORTANT SCHEDULE CHANGES IN AMTRAK'S APRIL 27 TIMETABLES

There is no changeover to Daylight Savings Time at the end of April this year in the U.S. since most of the country changed clocks ahead on Feb. 23 (Canada will move clocks ahead on April 27), but the traditional spring timetables will be out at the end of this month, and Amtrak's will contain some important schedule changes affecting all Western trains, changes as yet unannounced by the corporation.

The changes all apparently center around a shift in the times of the SAN FRANCISCO ZEPHYR. Under the new schedule, train 6 will leave Oakland at 10am instead of 9:20, and the time differential will be carried along down the line, with Denver departure at 5:25pm instead of 4:45. Chicago arrival will be at 12:35pm instead of 11:55am. This change will mean a shorter wait in Ogden for those connecting with the RIO GRANDE ZEPHYR to Denver. Westbound, train 5 will leave Chicago 45 minutes earlier, at 3pm, for a Denver arrival at 8:30am. The earlier Denver arrival was one of the main reasons for these changes; 9:15 was deemed too early for businessmen traveling to the Mile High City. As an Amtrak spokesman put it, "The SFZ is mainly a Chicago-Denver train; there are seven cars taken off there." Arrival at Ogden will be 9:35 pm, with departure at 10pm. The 45-min earlier arrival times will hold along the rest of the route.

The westbound Ogden times break the existing connection from the RIO GRANDE ZEPHYR. Contacted by RTN, Rio Grande spokesmen said that the railroad could not set its time earlier to meet the SFZ. D&RGW said that since 80-80% of its ridership was between Denver and Glenwood Springs and Grand Junction, that it could notadjust the schedule any earlier for the more westerly portion of the route, and thus would revert, effective April 28, to the schedule existing before May 1, 1971, and will change to a 7:30 am departure from Denver, with a 10:30pm arrival (via limousine) at Ogden. Glenwood Springs arrival will be at 1:05pm, and Grand Junction at 2:55. There will be no change in the eastbound RGZ schedule.

Because the new SFZ schedule conflicts with the present Oakland departure time of the SAN JOAQUIN, that train will be set ahead 40 minutes, leaving Oakland 10:40am, with Bakersfield arrival at 5:10, Greyhound bus leaving Bakersfield at 5:30, and Los Angeles arrival at 8:15pm. The last southbound SAN DIEGAN will be changed to leave Los Angeles at 8:10pm, instead of 7:55. It will arrive San Diego at 10:45pm. There is no change in the northbound schedule of the SAN JOAQUIN.

The COAST STARLIGHT will leave Seattle southbound 30 minutes later, at 11:50am. This difference will be reflected down the line, with Oakland arrival at 8:25 and Los Angeles arrival at 6:55pm. The PACIFIC INTERNATIONAL southbound, leaving Vancouver at 6:30am, will make a connection with the STARLIGHT, a connection that was broken when Canada remained on standard time while the U.S. moved clocks ahead one hour. The PACIFIC INTERNATIOANL will arrive Seattle at 11am. There are no changes in the northbound schedule of the COAST STARLIGHT.

The SOUTHWEST LIMITED will leave Los Angeles 30 minutes later, at 8pm, in order for travelers from the STARLIGHT to catch it. It will arrive Chicago at 2:05pm, instead of 1:35. Arrival at Flagstaff, AZ will now be 7:05, and the train will leave Kansas City at 6:20am instead of 5:50am. There is no westbound change in the SOUTHWEST LTD schedule. The SUNSET LIMITED will have slight intermediate schedule changes, but no alteration in "end-point" times. The Florida trains will have some minor alterations in schedule between Washington and Richmond.

AMTRAK ANNOUNCES NEW ORDER FOR METROCOACH CARS

Amtrak on April 2 announced the placing of an order with the Budd Company for 200 more Metro-type cars, to add to its earlier order of 292. The cars will be able to be configured as coaches, snack-coaches, club cars, diner and "specialty" cars. They are designed for Eastern and Midwestern use, to be pulled by diesel or electric locomotives. This is the fourth order in 18 months for Metro-type cars from Budd. The first of the 492 should be delivered this month, the last in June, 1977.

Mixed Train of Thoughts

AMTRAK TOOK OVER operation of the Penn Central Beech Grove shops on April 1. The facility, located about six miles southeast of Indianapolis, covers 64 acres, including 13 acres of space under roof. Amtrak is making this shop the central overhaul point for the entire rail system. Amtrak said it will study the facility and gradually modernize it..... THE USRA PLAN for passenger train corridors outlined in our last issue is already under study by Amtrak. The corporation said it has set up a group to evaluate the plan..... CANADIAN NATIONAL WILL end its Alaska Steamships cruiseservice after the 1975 season, the railroad announced March 31. It cited the advanced age of the "Prince George," its cruise ship, as well as operating deficits on the service, as the reason for the planned termination. A spokesman said that a new ship would cost about $30 million. During this season, regular 8-day sailings between Vancouver and Alaska, and a special charter sailing at the close of the season, will be made..... SPEAKING OF ALASKA cruises, an unconfirmed rumor has it that Canadian Pacific will get out of the business too, ending its "Princess Patricia" cruises at the end of the season this year..... THE D&H DINERS went back into service on Amtrak's ADIRONDACK on April 4. The two diners have been refurbished and renamed. The cars, from D&RGW days, were named "Mt. Timpanogos" (now "Adirondack Club") and "James Peak" (new name unknown)..... STRANGE FREIGHT TRAIN: Santa Fe's crack Super C freight was seen running eastbound thru Kansas City on April 10 with a consist formed of ATSF steam generator car 139, ATSF diner #61 (formerly ATSF 600 ex-SUPER CHIEF), "Regal" series 4-4-2 sleepers Manor, Spa, Hunt, Lane, Crest, and Lark; ATSF #60 big dome lounge (ex-ATSF 506--the only one not sold to Auto-Train), a number of piggybacks, and a caboose. These cars are used ordinarily for special company trains, and their destination and purpose at that time were unknown.....

* * *

FEDERAL RAILROAD ADMINISTRATION is being reorganized "to permit a more flexible and efficient response to rail industry needs," Acting FRA Administrator Asaph H. Hall announced on April 3. This involves creation of a new Office of Associate Administrator for Federal Assistance and the restructuring of the former Office of Economics into an office of Assoc. Admin. for Policy and Program Devel't. There will be a new Office of Planning and Budget Devel't to help internal planning. Under the Associate Admin. for Federal Assistance will be an Office of Rail Assistance Programs, responsible for administering the FRA grant and loan programs to Amtrak and the bankrupt roads; and an Office of State Rail Programs, responsible for administering the state rail safety grant program and the localrail services continuation subsidy program; and also an Office of Northeast Corridor Devel't, responsible for the planning and implementation of improved high speed rail passenger service between Boston and Washington..... JAPANESE NATIONAL RAILWAYS opened its newest "bullet train" line, between Tokyo and Hakata on Kyushu Island, on Mar. 10. Can you imagine Amtrak with a 16-coach train seating 1400 people, with buffet car and full sit-down meal service, running a 730-mile distance in 6 hours, 56 minutes, including an undersea Kammon Tunnel linking two islands? Well, this is what Japan now has, and it charges a one-way fare of $26, compared to the $65 air fare.....

* * *

AMTRAK OPENED ITS Turboliner service between Chicago and Detroit without fanfare on April 9, by putting into service the first of the new set of Turboliners recently delivered from France. The train leaves Chicago at 7:45am, replacing the WOLVERINE, arriving Detroit at 1:35pm. It leaves Detroit at 4:45pm as the ST. CLAIR, reaching Chicago at 10:30. The second daily round trip on the run will be also made by a Turboliner effective April 27. By mid-May Amtrak hopes to have a third Turbo on the route, increasing the service on the route by 50% and making it the nation's first all-Turbo service. In an interview with Rail City Special radio program in Chicago, Amtrak president Paul Reistrup on March 19 said that the cor-

(continued on page 17)

CAR & ENGINE DISTRIBUTION FOR TRAIN 30 NATIONAL LIMITED FOR FEB. 1975, KANSAS CITY

Type	Number	Times Used
E	578	2
E	579	2
E	588	5
E	589	2
E	590	6
E	591	2
E	592	5
E	593	6
E	594	1
E	595	6
E	596	5
E	597	6
E	598	4
E	599	3
BG	1004	1
BG	1005	2
BG	1026	1
BG	1038	1
BG	1041	2
BG	1045	2
BG	1047	1
BG	1076	1
BG	1080	1
1092	BG	1
BG	1100	1
BG	1103	2
BG	1158	1
BG	1306	1
BG	1308	1
BG	1402	2
BG	1404	1
BG	1519	2
BG	1523	1
BG	3515	2
BG	3667	1
CC	4427	1
CC	4457	1
CC	5258	1
CC	5264	1
CC	5270	4
CC	5400	1
CC	5401	1
CC	5404	2
CC	5406	1
CC	5409	2
CC	5410	2
CC	5415	2
CC	5426	2
CC	5436	1
CC	5432	1
CC	5452	3
CC	5453	1
CC	5458	1
CC	5462	1
CC	5473	3
CC	5479	3
CC	5480	1
CC	5623	3
CC	5624	1
CC	5654	3
CC	5640	3
CC	5649	4
CC	5653	2
CC	5660	1
CC	5672	5
CC	5680	3
CC	6026	2
CC	6016	4
CC	6047	3
CC	6070	3
CC	6077	1
CC	6075	1
D	8004	1
D	8018	1
D	8020	1
D	8024	1
D	8086	1
D	8088	1
D	8089	1
D	8320	1
D	8323	3
D	8324	6
D	8331	2
D	8334	3
D	8335	2
D	8336	2
D	8337	2
D	8338	2
SL	3201	4
SL	3204	6
SL	3206	4
SL	3220	3
SL	3222	1
SL	3225	7
SL	3230	1
SC	333	1
S	2240	1
S	2381	2
S	2556	1
S	2603	2
S	2605	2
S	2610	4
S	2611	4
S	2612	1
S	2616	1
S	2617	1
S	2618	4
S	2622	2
S	2623	3
S	2624	3
S	2626	2
S	2629	2
S	2689	1
S	2706	4
S	2714	1
S	2768	3
S	2771	3
S	2780	1
S	2799	1
S	2802	3
S	2810	2
S	2831	1
S	2834	3

Table compiled by Gary Zeitler. See p.9 for explanation.
Key: E = diesel, BG = baggage, SC = slumbercoach, S = sleeper, SL = sleeper-lounge, D = diner, CC = chair car.

IDES OF MARCH: A SATURDAY ON THE SOUTHERN RAILWAY IN VIRGINIA by Don MacInnes

Sunshine today, after fourteen consecutive rainy weekends. A fast Interstate trip from Richmond to Charlottesville, and pleasant negotiations with the SouRy agentress for space on #8 LYNCHBURG SPECIAL and reserved seats on #1 SOUTHERN CRESCENT, Charlottesville-Washington and return. No problems.

I was glad #8 was running 25 minutes late; there was a chance to see Amtrak #50, JAMES WHITCOMB RILEY, two hours late, as it stopped briefly at the SouRy station to discharge several persons making SouRy connections. Number 50 was pulled by an SDP-40; dome coach, two flat-top coaches, counter-lounge, sleeper and two baggage cars (one of them storage mail to Washington).

Four elegant SouRy freight units preceded FP7 6138, 50-passenger heavyweight coach 1040 and 19 TOFC cars. Several persons alighted, eight remained aboard, and eight boarded from the Charlottesville platform. The station porter also boarded with coffee and soft drinks arranged by train radio as #8 approached. The drinks supplemented wares obtained from the vending machine which occupied a seat space. (This explains why coaches 1040 and 1045, the regular Lynchburg cars, have 50 rather than 52 seats like their many cousins.) Green and gray decor inside 1040 verifies the 1947 remodelling, as do the thermopane glass windows. Six-wheel trucks and the piggyback trucks to the rear guarantee a smooth ride, enhanced by SouRy's welded rail.

Number 8 does not stop until just south of Alexandria, where the TOFC's are quickly removed, and the hood units detach themselves. With the remaining single unit and Pullman green-with-gold-stripes coach now #8 in its entirety, we arrived in Alexandria on time, alongside Amtrak #82, SILVER STAR, running late. We followed #82 over the Potomac, thru the tunnel, and onto track 29 where our tiny green consist looked quite out of place in red-white-and-blue-land!

Reserved seats in car 12, train 1, were waiting when we boarded the CRESCENT after a day of sightseeing. Coach 838 was our host; its placement on the rear of the train brought all the short turn passengers together. Four E8's, baggage 711, seven 800-series coaches, diner 3308, sleeper-lounge "Crescent Harbor," three "River" series 10/6 and one 11-bedroom sleepers, plus a ubiquitous Amtrak "Pacific" 10/6 sleeper and the final coach 838 made up the CRESCENT this evening.

Saturday evening is usually busy. The diner filled well before the 7:30pm departure; we waited for the second seating. Dinner on the CRESCENT provokes wide-ranging memories of fine dining cars from coast to coast during the best years of rail passenger travel.

Don Phillips (Trains magazine, Oct. 1974) withheld an A+ rating for personnel, doubting that "everyone is always really that good." Let's remove the doubt and grant these pro's their due: A+ in all respects. Regular trips north and south on the Washington-New Orleans line provide ample documentation.

The Charlottesville call came too soon; we were on time, and our places were more than taken by a dozen boarding passengers. Southern: an oasis in the Amtrak desert?

TECHNICAL SURVEY COMPLETED ON PROPOSED AMTRAK ATLANTA-LOS ANGELES ROUTE

The first technical survey of its type, which was prepared for the specific purpose of acquiring an Amtrak experimental route, has been completed by Burt C. Blanton, deputy member of the Dallas City-County Amtrak Committee and retired Dallas-based consultant to business and industry.

The Blanton report, entitled: "Technical Survey Portraying Potentialities of Proposed Amtrak Transcontinental Experimental Route from Atlanta to Los Angeles," will be utilized by sponsoring cities and towns. The cities of Longview, Texas and Shreveport, Louisiana are spearheading the effort to acquire this new Amtrak route.

The report is divided into 12 sections, including: Description of the proposed route; relative importance of cities and towns on the route; Population on the route including growth factors for the past 25 years; and Comparative statistics on the 5 existing Amtrak transcontinental routes. It presents complete and comparable analyses and projections in relation to the future of the route.

Inside Amtrak Headquarters

PART SIX

BY PETER PUTNAM BRETZ

The time I spent at 955 l'Enfant Plaza last November was not all in interviews. I sometimes knocked on office doors and spoke with individuals (if they had the opportunity--most took the time) to ask specific questions or clear up certain inconsistencies in information I'd obtained elsewhere.

Walking down hallways, I even buttonholed people to obtain their reactions and opinions. Also, information came out in the traditional way --at lunch. Occasionally, people would look me up and we'd talk. Sometimes my tape recorder would be going but mostly I would have to scribble down notes during our conversations.

One tactic I used was to ask the same general question of various departments to look for consistencies. I usually got about as many different answers about Amtrak's plans and train operations as there were people I spoke with.

One Amtrak official became quite upset over this feature of my activities and was vociferous about his requests to "knock it off." "Yes, Pete," he would say, "don't whipsaw between people and get two opinions. And don't be interfering with operations here. After all, we've got a railroad to run."

But probing, I found, did obtain results. I also checked with train crews and attendants about the new installations and devices for trains I'd been hearing about, to see if they were working in actual operation. (Most of the time, the men had never heard of what I was referring to.)

The biggest impression to emerge from all this was the very decided lack of communication between headquarters and train personnel; and between various departments within headquarters itself.

Amtrak was well aware of this problem, and personal ulcers have developed over it. Some go to bed at night shaking their heads. Department personnel are perennially saying "Nobody ever tells me anything."

I considered this not unusual in a 3-year-old corporation. After all, Amtrak went from zero to 8000 people in that period of time. But it's not good, and it's particularly frustrating. Amtrak is filled with highly trained and qualified competent men who know their jobs. But an individual may complete a function only to be informed that it doesn't fit the new qualifications that he was told nothing about. Then another department throws in its two cents worth and things only get done "in spite of" the corporate arrangements.

I asked for a chart showing chain of command, but no one could come up with any. "Oh, we may have one somewhere." Well, I suggested, draw one up for me. "Huh? I don't know whom to put where." Each department has a very specific job to do, but how their work fits in with the overall picture, most can only guess at. This is no different from operations at large corporations in business for many years. It doesn't matter with them, so long as they manufacture their product and stick to themselves. But with a national service with no intramodal alternative, it becomes a gigantic problem which hinders improvement. This is what Amtrak has to deal with and they know it. Yet: "Corporate management is unaware of what is really needed," and "Amtrak is a conduit of funds."--these from its own executives. New people come in with fine ideas, but run into walls. Also, out in the "real world" on the trains: a thousand and one forms don't really correct problems.

A suggestion to improve matters was mentioned to me: decentralize. Give the local people the authority to make decisions. As it is now, local problems have to be referred to Washington (by phone or letter) to get a go-ahead. Or be turned down too many times. Out in the field, local people know the local situation. Let them run the railroad. And they would be responsible for their section--railroad, trains, routes, reg-

ion. (We can probably expect this under Reistrup.) Teamwork would be necessary so regions would cooperate with each other. At present, directives are sent down to little men on the job telling them how or how not to do their job. Most directives, originating as they do in the Ivory Tower, can't attack the problem directly. Many directives are simply filed in the "circular file" by those who know how to run their railroad. On the bureaucratic side, however, directives are necessary as a framework for those who don't know what they are doing and are going to screw up the works. One wonders, in the manner of John Kneiling, why such people are retained. How much like traditional railroading!

One hopes that this and related problems will change under Reistrup. Each employee will hopefully become aware of his cog in the wheel and where he fits in. Teamwork is what the new president is stressing. I wonder how long it will take until the agent at Plaintown Jct. will feel the effects?

In the meantime, various ideas have been tried. Within Headquarters, about a year ago, an effective tool was the establishment of the Schedule and Consists Committee. Because of a decided lack of communications between departments, representatives from Operations, Marketing, Service and Legal Departments meet together at least once a week to iron out interdepartmental problems and make sure that all are pulling together.

A typical situation that the Committee has to handle might be in the startup of new train service. The decision to run a train on a certain route is made higher up, but all four departments are involved in logistics. Let's say the town of Zenith is on the new route and they want the train to stop there. Actually, every town wants the train to stop, but it has to skip some places or service wouldn't be fast. Engineering has come up with a tentative list of stops. The next question is, are any stations on the route serviced by other trains? What are the facilities available at certain stops? Where will fueling and watering take place? Where will the overnight part of the run be? Are platforms and/or stations still in place on the section that hasn't had passenger service for a number of years? What needs to be installed? As for Zenith, it wasn't included in the tentative list, as it had a borderline population.

Now, if the decision to stop there is made, it will add five minutes to the schedule, and maybe foul up a meet down the line. That has to be considered. Also, a platform must be installed. The train goes thru at night, so that means lights, a telephone and some kind of shelter. That means ten to twenty thousand dollars just to put in the minimal type of flag stop. And maybe Marketing decides against it, as only 2 or 3 passengers a day will use it--it's not worth it. Besides, the minimum to establish a stop is a projected 3 passengers a day. But still, a local Congressman wants the train to stop at Zenith anyway. Also, what about special circumstances? A college nearby or an overlooked air base, or the Congressman raises hell--so maybe the stop will be established anyway. But the committee makes the final decision.

Suppose that Zenith is rejected, but local people really want the train to stop, and put up the money to install the necessary facilities? That is fine --Amtrak will stop the train. But, they can only do so on a probationary basis ("Oh, we'll run it for a year or so") to see if the passenger loadings will work out. It's a chance the town has to take and not too many take it. Yet, if volunteers come in and clean up and paint the station, put in a parking lot, then that spark of enthusiasm, that interest is there, and is generally enough to generate the business.

Even with the Committee, decisions are quite arbitrary. Hunches are played, etc., just as in most businesses. But in all decisions, a reason or qualifier is needed for Congress or for the record. Again, the decision is sometimes made before the reason is given. And this is not bad when you have people who know what they are doing. But again, Reistrup-type "teamwork"--after the foot dragging is finished--could do away with many present "personal decisions", such as "I <u>want</u> a train to go here because it seems best to me."

FREEDOM TRAIN BEGINS NATIONWIDE TOUR

Pulled by an ex-B&O 1912 vintage steam locomotive, the privately-sponsored American Freedom Train began its 2-year nationwide tour on April 1 in Delaware, with its firststop at Stanton, where crowds mobbedthe exhibit train. There were some small snafus on the first day, but the train appeared tobe off to a good start. In the western part of the country, the engine will be changed to an ex-SP Daylight steam locomotive which has been under refurbishment in Oregon.

A LOOK AT AMTRAK CAR USAGE

The table on page 5, prepared by Gary Zeitler of Kansas City, gives an unusual indication of how often various cars are used in the consist of a single train. Amtrak has said that reliable cars are soon known by those responsible for a certain train, and they tend to be used repeatedly on that train. Some trains have relatively fixed consists, like the SOUTHWEST LIMITED. A look at the NATIONAL LIMITED shows a relatively small degree of consistency of car usage--on the other hand, a wide variety. It is interesting to consider whether this factor may be responsible for some of the equipment problems frequently noted on the trqin.

QUOTES OF THE WEEK***

"When we have 210 million cars and trucks, when we use 52% of our petroleum and 24% of our total energy for transportation, when we produce nearly 10 million automobiles and junk another 7 million each year, when we find our railroads going bankrupt, and when we carried 10 billion mass transit fares in 1945, but only 5.5 billion in 1973--when we find all of thesefacts--then it is time to redesign our transportation system."

--Senator Edward Kennedy, quoted in Houston Post, 4/1

MORE RIO GRANDE ZEPHYR POSTSCRIPTS:

On March 28, the Salt Lake City area and southern Idaho were rocked by an earthquake measuring 6.3 on the Richter scale, the strongest in the U.S. in four years. Damage was minor because of the remoteness of the quake center. RTN contributor Glenn Lee was riding the westbound RGZ at the time of the quake. Glenn reports that the RGZ cars lurched strongly on the already rough track. Later in the evening, the westbound SAN FRANCISCO ZEPHYR, delayed by blizzards and blowing snow in Colorado and Utah, was held for quick inspection of bridges east of Ogden. Later, a strong north wind throwing salt spray across SP's Great Salt Lake fill shorted out block signals to red, adding more delay. The SFZ reached Sparks about 2½ hours late. Groups waiting in the Rio Grande station at Salt Lake for the arriving RGZ saw cracks form in the plaster walls of the waiting room, with light fixtures swinging visibly.

Reader Hubert Hanrahan took a round trip on the RGZ in mid-March. He reports that one dome window of car "Silver Sky" had been completely crystalized, presumably by a fallen rock. The next morning, for his return trip, the window had been replaced--with lexan! He corrects our statement about the drumhead of the "Silver Sky"--it is not an RGZ drumhead, but a CALIFORNIA ZEPHYR emblem decal.

And we goofed last issue about the "outfit" called Citizens for Glenwood Canyon Scenic Corridor (Box 7, El Jebel, CO 81628.) This worthy group is actually <u>opposing</u> construction of the Interstate highway which would destroy the scenic canyon thru which the RGZ runs.

MIDWESTERN STORM PLAYS HAVOC WITH TRANSPORTATION

Beginning April 2, a heavy blizzard hit the Chicago area, with early reports of 25 people dead. The storm snarled highway and air transportation, but set the reliable trains only slightly behind schedule. Abandoned on Chicago's expressways were 1200-1800 automobiles. O'Hare airport was closed all day April 2 & 3, with one runway opened early on the 4th. The South Shore line had a derailment near the Van Buren St. station at the start of the storm in the evening rush, leading to a one-hour delay.

New! The Mountaineer

Return to the Mountains

by Ken Maylath

It was A-Day, May 1, 1971. One of America's most solvent railroads was exiting the passenger business in style, save for one Chicago-area commuter run. The eastbound POCAHONTAS arrived in Norfolk behind steam power, its passenger list enlarged by those wanting a last run. It was fitting, given the fact that Norfolk & Western held out till the end against dieselization of its passenger schedules.

Now, nearly four years later by the calendar--March, 1975. Thanks to a mandate from Congress and equipment carrying a red, white and blue color scheme with a pointless arrow, passengers are back from Tidewater to the Ohio Valley on well-maintained N&W rails. To some it is a "passenger wasteland" draining away funds that could better be used elsewhere. The Northeast Corridor it is not. While not on hand for the inaugural ceremonies, I was anxious to head down for an early sample of Amtrak's newest effort--its first under new president Paul Reistrup.

I arrived at the small but modern Amtrak facility in Norfolk about an hour before train time--just as Amtrak engine 648 backed onto the 5-car consist--a consist including some of the same equipment present on the inaugural run. Coaches 5470 and 5645 were followed by 8380 "Dixie Traveler" lunch counter lounge, ex-B&O sleeper "Allegheny" 2805, and baggage dorm 1512. The station, part of a relatively new N&W yard office building, is a two-dollar taxi ride and a couple of miles from downtown Norfolk.

A group of about 30 trickled in for the 1:05 departure, including a couple of Amtrak people keeping an eye on things. An on-board services rep out of Chicago was making the round trip to check dining car supply, garbage disposal, and the like. Some passengers were obviously railfans or others intent on a sample ride--perhaps a stop or two. A few were going as far as Cincinnati or Chicago. Regardless of destination, there was little reason to be displeased.

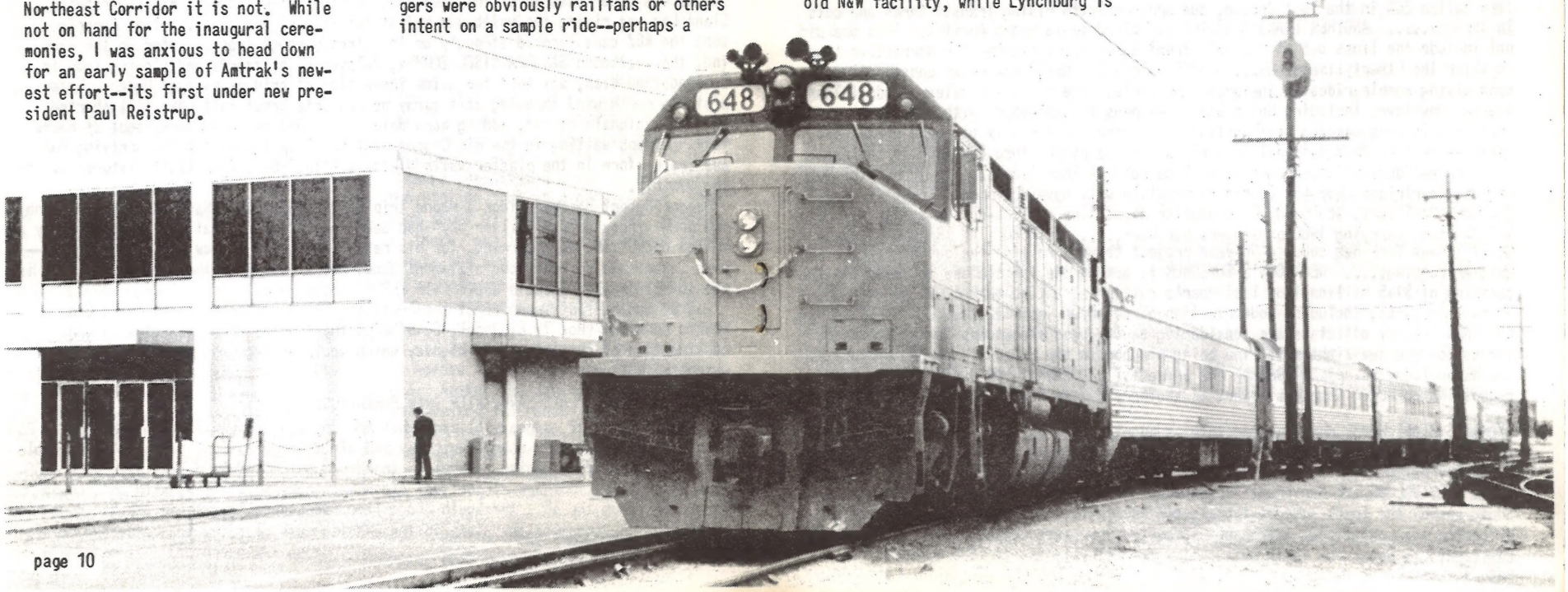
I lost little time in checking out car 8380, a car which began its career on the Maine Central in 1947. It was quite pleasant; indeed, I preferred it to the similar ex-Santa Fe cars. The menus were also quite satisfactory. There was a good variety of sandwiches and hot dishes for lunch. There was a separate menu with varied choices for dinner. On the minus side, a couple of listed items were unavailable--including ice cream. A plus was the apple pie at dinner--baked aboard, and still warm.

As we moved west, the passenger count increased gradually. About eight detrained and a dozen boarded at Petersburg, helped by the Amtrak redcap from the Florida line station in town. The former N&W building stands, boarded up. At Suffolk the original station is being used. Crewe (a crew change point) features a tiny building from N&W days. At Suffolk and Petersburg new platform surfaces are down. Farmville features the old N&W facility, while Lynchburg is served by an attractive N&W building constructed on the edge of town in the 1960's when the railroad pulled out of its downtown facility.

There were 50 to 60 aboard as we pulled into Roanoke 10 minutes ahead of schedule. Facilities there are in a state of flux, with servicing facilities for the cars and locomotives, but no paved platform, and a trailer serving as temporary ticket office while a permanent structure is built. It's located several tenths of a mile west of the former N&W station. I expected a drop in the passenger count here before we really headed into the mountains, and I was right. Several boarded, but 15 got off. By the time #55 eased out of Bluefield (where I detrained), the count was down to about 25.

(continued on page 15)

PHOTO BELOW: Amtrak train 55, the MOUNTAINEER, waits at Norfolk, Virginia on March 29. All photos by the author.



REISTRUP TOURS THE WEST

New Amtrak president Paul Reistrup appeared out in our area on April 2, hopping from train to train to get a look at what's happening. Reistrup left Los Angeles that day, taking the bus connection to the SAN JOAQUIN, and riding to Merced, where he detrained and was driven by auto to Salinas to board the COAST STARLIGHT to ride to Oakland. After an overnight in the Bay Area, he appeared at the Oakland station bright and early to observe the arrival of the southbound COAST STARLIGHT, and then installed himself in roomette 3 of car 635 on the SAN FRANCISCO ZEPHYR to ride to Reno, where he would fly to Los Angeles to look at the SAN DIEGANS and reportedly take off on the SUNSET.

Our reporter spOke with him as he made his way to the SFZ. Is there any truth to the rumor that you are bringing 7 men from the ICG to Amtrak with you? "Untrue! There aren't seven men at the ICG who know enough about passenger railroading. I will be bringing my assistant, who has been with me for eight years. That's not to say that some people won't be moving on; but of course people always move on eventually." How do you rate the trains you have ridden so far? "In the West I'd rate them 'A'--A plus. In the East they aren't all so good, however."

Mr. Reistrup's visit wasn't as secret as some of his jaunts. Crowds of red-coated Amtrak people were out to greet him in places. It's unlikely that he got a completely unbiased view of operations on much of this trip. He told a San Francisco Chronicle reporter that if the full economics of automobiles were known, the costs of train travel wouldn't seem that much. "The age of the automobile as we knew it from 1936 to 1976 has already ended" he said. "Three-car families? Cars getting 9 miles to the gallon? Those days are over."

Urban-Suburban Transit

NEW YORK SUBWAY ridership is the lowest since 1918, reports the New York Times. It's fallen 20% in the last decade, due apparently to rising transit fares and cuts in service..... ANOTHER TRANSIT STRIKE in Philadelphia began April 3. This one did not include the lines out of the 69th Street terminal, including the Norristown line on which the Libertyliners run..... THE WASHINGTON METRO now under construction has been giving sample rides to the press and VIP's. The first 4.6 miles--Rhode Island Avenue, downtown, including Union Station--opens in September, with delay unlikely. That part is considered a test portion before the first really big hunk opens next spring--the line from National Airport, under the river, thru downtown to the east end. Formal dedication ceremonies will be held at that time..... A ROHR-BUILT MONO-RAIL at Pearlridge Shopping Center in Honolulu will have equipment strongly resembling the Rohr BART cars, scaled down to smaller size. The million-dollar system will travel at 8mph, carrying 1600 passengers per hour..... METROPOLITAN TRANSPORTATION AUTHORITY in New York has begun a 10-year project to weld rail on the subway to make for quieter running..... NEW YORK'S GOVERNOR is asking the legislature to authorize the spending of $145 million from last year's rail preservation bond issue for a number of rail projects, including modernization of commuter facilities..... PITKIN COUNTY, COLORADO (Aspen) officials are considering buying used streetcars in Malmo, Sweden for use on the new light rail line being planned in the congested resort community. The Aspen Today newspaper opposes the project..... WASHINGTON STATE PLAN to run hydrofoils on Puget Sound as a part of theferry system may be reviving.....

AMTRAK'S STATE HOUSE run, partly state -supported, has had a fulldiner added to the consist, a car leased from Butterworth Tours. Because of this, the Rock Island has begun operating its own diners #411 and 427 on their trains to Rock Island and Peoria ..... REVIVAL OF THE San Francisco-Monterey DEL MONTE gets closer: Amtrak has asked SP to survey the track segment that is not presently carrying passenger trains to determine its condition. Amtrak has inspected four passenger cars owned by a small California to determine their suitability for refurbishing for the restored run.....

Rail Canada

BRITISH COLUMBIA BUYS "PRINCESS MARGUERITE"

A portly Provincial political prince, Premier Dave Barrett of British Columbia, has rescued a pretty princess. The premier's office announced April 1 that the B.C. government had purchased the ex-Canadian Pacific steamer "Princess Marguerite," and will return the vessel to her traditional Seattle-Victoria run May 24. Purchase price for the 368-foot, 6000-ton vessel and 10.5 acres of CP land along the Victoria Inner Harbour was listed as approximately $2.5 million. Former employees will be given first choice of jobs on the run.

The government also announced that the vessel would not be added to the 25-ship B.C. Ferries fleet, but would be operated by a separate B.C. agency. This apparently is to avoid substantial antagonism to the "Marguerite" among the ferry-system bureaucracy, evoked by the ship's steam power plant and her side-loading of autos. All B.C. ferries are diesel-powered, and all are of roll-on, roll-off design.

NDP member of the B.C. Parliament, James Gorst of Esquimalt, joined in the announcement with the premier. Gorst, of the Victoria suburb, had been active in the campaign to have the "Princess Marguerite" retained. He indicated that the government would have the vessel restored to her former splendor.

Presently the "Marguerite" is moored in Victoria, and is in need of paint both above and below the waterline, general maintenance, and a new propellor to replace her port screw damaged in September, 1974 by a log; and not renewed by CP prior to the end of service last September 30.

CP inaugurated the Seattle-Victoria run in 1903. The route operated year-round until Feb., 1959, when May-Sept. summer-only service was established. The "Marguerite" was built in 1948 in Scotland, and entered the Victoria run in April, 1949. She honours Marguerite Shaughnessy, daughter of Lord Shaughnessy, one of the founders of CP Railway. The first "Princess Marguerite," built in 1923, was sunk by German submarine U-83 off the Suez Canal during World War II while carrying troops for the allied campaign against Rommell in Egypt and Libya.

The B.C. announcement reportedly came as a surprise to Seattle Harbor Tours owner Lynn Campbell, who with two California associates had planned to run their own smaller vessel on the route (see RTN, First March issue).

THE FEDERAL GOVERNMENT in Ottawa will soon begin assisting with funding for purchase of transit equipment, according to Toronto Metro Council chairman Paul Godfrey. The recently announced policy will help Toronto purchase some 200 new streetcars and approximately 90 more subway cars needed to open the Spadina rapid transit line now under construction.

GO TRANSIT COMMUTERS in the Toronto area will be riding in new double deck commuter cars in 1977, GO Manager William Howard announced in late March. The cars will not be the gallery style used in Chicago, Montreal and San Francisco, but will be total double deck cars such as used in Australia and France. David Sutherland, GO operations manager, said the gallery design was rejected due to problems in cleaning, and also because short-skirted women are reluctant to use the upper section of the gallery-style cars. The new equipment is to seat 168 pass3ngers per car. The federal government will allocate up to $40 million for the new cars. Bids will be asked for 50-100 cars.

CANADIAN NATIONAL IS expected to have a hand in design of the new GO Transit double deck commuter cars, Toronto newspapers have reported. CN would like to use the equipment on its intercity routes to test passenger reaction. CN denied it planned to use similar cars on its own passenger services. The first 10 cars are due for delivery in Sept., 1977. A recent study indicated double deck cars would increase GO Transit capacity almost 70% without significantly increasing operating costs.

NATIONAL RAILROAD PASSENGER CORPORATION
ROUTE-BY-ROUTE SUMMARY
ON-TIME PERFORMANCE
(ICC METHOD)
February 1975

Routes	Trains Operated Feb. '75	Per Cent On-Time Feb. 1975	Jan. 1975	Feb. 1974
METROLINERS	790	55.3	61.1	57.1
TURBOTRAINS				
New York/Boston	192	66.2	71.4	62.7
TURBOLINERS	88	62.5	71.1	73.9
CORRIDOR				
Albany/Montreal	56	85.7	96.8	---
Boston/Harrisburg	8	75.0	100.00	---
Boston/Philadelphia	101	81.2	84.8	---
Chicago/Carbondale	56	48.2	59.7	62.5
Chicago/Champaign	56	37.5	27.4	50.0
Chicago/Detroit	112	90.2	95.2	67.0
Chicago/Dubuque	56	87.5	98.4	46.7
Chicago/Milwaukee	280	91.8	95.5	82.5
Chicago/Minneapolis	32	87.5	93.1	87.5
Chicago/St. Louis	72	68.1	74.1	76.4
Chicago/Quincy	56	89.3	84.1	28.6
Charlottesville/ Newport News	56	66.1	66.1	33.9
Detroit/Jackson	40	85.0	100.0	---
Los Angeles/ San Diego	168	94.6	90.9	87.5
New Haven/Springfield	344	82.9	80.9	64.5
New York/Albany	168	64.9	73.1	57.1
New York/Boston	135	70.4	78.5	64.5
New York/Buffalo	56	46.4	71.0	48.2
New York/Harrisburg	38	71.1	75.6	60.4
New York/Philadelphia	560	79.5	89.2	78.0
New York/Syracuse	56	73.2	85.5	67.9
New York/Washington	137	70.1	79.2	53.1
Oakland/Bakersfield	56	98.2	96.8	---
Philadelphia/ Harrisburg	481	81.7	78.3	71.3
Port Huron/Chicago	56	98.2	95.2	---
Seattle/Portland	112	93.8	83.9	51.8
Seattle/Vancouver	56	94.6	88.9	53.6
Washington/Cumberland	66	80.3	77.8	78.1
Washington/Harrisburg	80	43.8	39.3	32.5
TOTAL CORRIDOR	3550	79.5	82.4	69.6
LONG DISTANCE ROUTES				
Chicago/Florida	84	40.5	73.1	63.4
Chicago/Houston	56	73.2	85.5	32.1
Chicago/Los Angeles	56	82.1	85.5	91.1
Chicago/New Orleans	56	37.5	59.7	12.5
Chicago/Oakland	56	80.4	87.1	76.8
Chicago/Seattle	80	82.5	79.2	78.6
Chicago/Washington	56	67.9	61.3	33.9
New Orleans/Los Angeles	24	66.7	66.7	25.0
New York/Chicago	56	1.8	0	35.7
New York/Detroit	56	73.2	80.7	---
New York/Florida	196	81.6	86.5	46.4
New York/Kansas City	56	0.0	0.0	0.0
Seattle/Los Angeles	56	92.9	58.7	44.6
St. Louis/Laredo	24	41.7	77.8	88.0
Washington/Boston	396	76.8	82.1	67.5
Washington/Montreal	56	37.5	74.2	41.1
TOTAL LONG DISTANCE	1364	65.7	72.5	48.4

The table above, released by Amtrak on March 26, shows on-time performance figures for Jan. & Feb., with Feb. 1974 for comparison (the last table we published appeared in the First February issue).

Released along with this table were ridership figures for January. The figures show that the recessionary economy is taking its toll on rail travel, as it has elsewhere. Overall, ridership was down 12% from the same month of 1974. (These figures reflect also the large surge in energy crisis ridership felt in the winter of 1973-1974.) Amtrak carried 1,255,021 passengers this past Jan., compared to 1,423,188 in Jan., 1974. Coach and first class both fell 12%, to 1,220,009 and 35,012 riders respectively.

Not all routes suffered equally, of course. New York to Florida travel was one of the hardest hit, with a drop of 32%. The NATIONAL LIMITED lost 37% of its patronage, the LONE STAR 26%, and the PANAMA LIMITED 25%. Only two long distance trains had an increase: the BROADWAY LIMITED rose 4% (with a 91% increase in first class and a 6% drop in coach), and the COAST STARLIGHT had a 2% rise (first class up 29%, coach up 1%).

Of short-haul trains where comparisons were possible, the DC-Cumberland run rose 1%, Chicago-Detroit 4%, Chicago-Carbondale 18%. All others fell.

Amtrak

(continued from page 11)

There was about the same number aboard as I continued my travels the next morning--a dreary, foggy morning following a night of rain. There was a 4-car consist this time, minus the baggage-dorm. Another new Amtrak unit headed sleeper 2797, car 8354--a former NP Lewis and Clark Travellers Rest lunch counter lounge (a surprise for me for #54)--and coaches 5452 and 5454. The second coach was running a bit hot, so the crew had everyone in the first one. At Roanoke the other coach was pressed into service as the passenger count grew to at least 40. The Bedford and Lynchburg stops brought a net increase of half a dozen. Lynchburg was where I said goodbye to #54 in order to have an off-train dinner while waiting for the late afternoon departure of Southern's PIEDMONT to Washington.

Before taking the trip, I predicted good on-time performance--indeed to be often waiting for time. I was right. After all, the MOUNTAINEER takes an hour or so longer to cover its N&W distance than did the POCAHONTAS in its final days with fewer stops and no head end work. The word is that the railroad is imposing a top speed of 65 at the moment and will not go for a tighter schedule at this point. But even under present conditions 30 minutes could be cut with no problem.

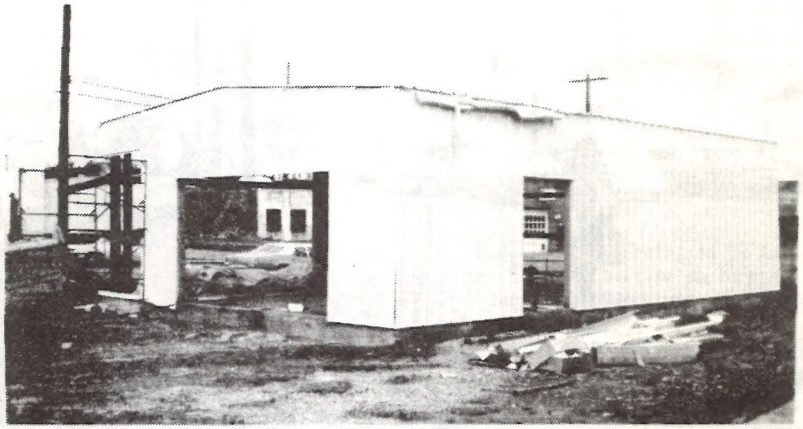
Perhaps the best example of that is the 8:30am arrival of the eastbound train at Bluefield--though not due out till 9:00. I watched it come in while I was still packing in my hotel room. I was halfway thru breakfast in #8354 by departure time. Westbound we were never late at all, and often waited for time for at least a couple of minutes. We did fall several minutes behind coming down the mountain from Bluefield, but were back on the nose in Christiansburg.

That trip down the mountain is a most interesting and scenic one. You follow the New River for a time, twisting and turning and ducking thru tunnels. A dome car here would be a real plus--more so than on the Newport News section of the RILEY. And since the trains combine at Ashland, KY it would be available on the western end of the run anyway. (N&W ran one in the last days of the POCAHONTAS.)

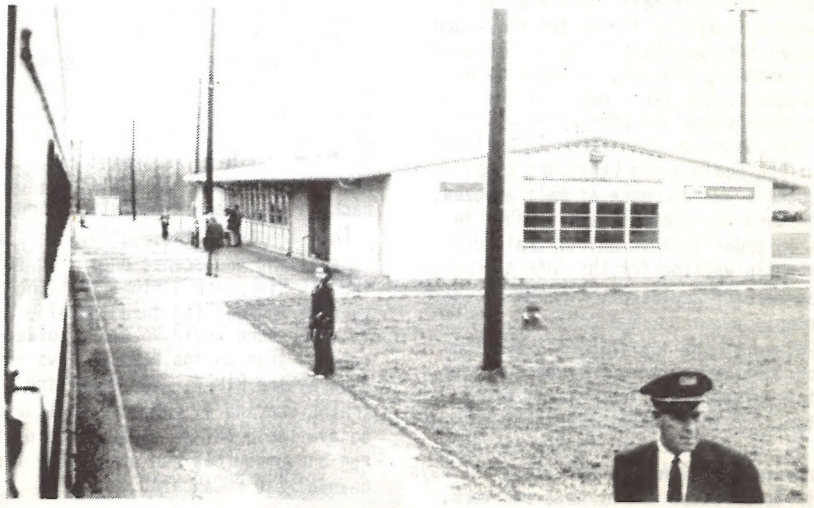
At Roanoke, Virginia, Amtrak's station is in a temporary trailer.

Also as expected, N&W is one of the better maintained railroads around. Grades and curves tend to restrict speeds, of course, especially west of Roanoke. There's another slow stretch as well--a 30-mile segment thru Farmville, VA is actually off the primary main line, with an obvious difference in maintenance and speed. It's 35-40mph territory.

Overall, it was a pleasant trip with only minor problems. The train seems to be off to a pretty good start. Some feel that it will do better than the critics and the skeptics suggest. They could be right. Initial loadings seem to compare favorably with the JAMES WHITCOMB RILEY of not that long ago. And bus service between Norfolk-Lynchburg-Roanoke-Bluefield is significantly slower than even the present train schedule. And I might add that several others made the transfer from #54 to the PIEDMONT for Washington in spite of the 4½-hour layover and station change at Lynchburg.



(Above:) At Norfolk, Virginia a new Amtrak station is under construction.
(Below:) The Lynchburg, Virginia station--the former N&W building on the edge of town. Train 55 waits for departure on March 29.



MIXED TRAIN OF THOUGHTS (continued from page 4)

poration is considering moving the United Aircraft Turbos from the Boston-New York route to "a better piece of railroad"--"probably" out West, maybe California. He said of the trains' ride: "The (New Haven's) jointed rail and th3 single axle configuration of the train do not like each other, and it seems to settle in with a kind of downward thump at each joint"..... AN AMTRAK SPOKESMAN said in a letter to an RTN reader a few weeks ago that "company policy is that where separate lounge facilities are provided for coach and first class passengers, the first class lounge will be reserved for first class passengers"..... AMTRAK HAS ANNOUNCED a series of "Rail Sales" around the system--fare reductions to stimulate off-season travel and increase ridership hit by the recession. These include 22% reductions below regular fares on some W stern trains, effective thru June 11. On the trains to Florida, a special spring round-trip excursion fare of $99 has been set, making a reduction of as much as $49 from Chicago. Amtrak president Paul Reistrup said that more announcements of special promotional fares will be forthcoming..... IN CONJUNCTION WITH the inauguration of the Norfolk-Cincinnati train, Amtrak is promoting Delta Queen Steamboat excursions, or "rail/sail holidays." The historic vessel sails from Cincinnati, St. Louis, New Orleans and St. Paul..... THE FIRST NEW Metrocoach car ordered from the Budd Company is expected to roll off the assembly line at its Philadelphia Red Lion plant this month. This is the first of an earlier order of 292 such cars..... AMTRAK HAS RECOUNTED its stations, now that the MOUNTAINEER is running, and reports a total of 453 around the country..... THE SECOND EDITION of Amtrak's Tour Manual is now ready for travel agents. The 198-page manual lists prices and itineraries of all known Amtrak tours around the nation..... THE OERESUND ARROW express train in south central Sweden was derailed on March 31 when a speeding automobile raced the train to a crossing and struck the side of it. At least 14 were reported killed, and 39 injured..... LOWER SPEED LIMITS on U.S. highways help gasoline mileage of autos: The Wall Street Journal reports that the Nat'l Ass'n of Fleet Administrators says that 2/3 of the fleets of cars under its jurisdiction have found fuel economy increased by at least one mile per gallon since the 55mph speed limit took effect.....

* * *

BITS OF INFORMATION: when Peter Putnam Bretz visited Amtrak's headquarters last November he picked up a large number of pieces of news and comments which are very difficult to integrate into a coherent article about the corporation. Some of these are presented here just as they came from "Elephant Plaza": The schedule of the NATIONAL LIMITED has been lengthened a few times to eliminate delays and presnet a more reliable timekeeping ability, but the PC still keeps making it late... Amtrak wants food service of some kind at all stations, with larger stations getting a larger service. There are negotiations to eliminate the vending machines at Los Angeles and replace the fast food counter and bar that had been ripped out... Amtrak says no more plastic shell-type seating to be installed at new stations... Coming up is "instant call": a passenger picks up a dir3ct phone at a terminal to various hotels, etc... In establishing a new train, everyone wants a dome, a diner and a round-end observation car. That evoked the comment by Peter that most people seem to shun the rear end, while Pete himself prefers a rear-facing seat. An Amtrak official concurred, saying that he noticed himself that people are scared to sit back there. It's a kind of Captain's Bridge, he felt, a poop deck, reserved for a privileged few... Passengers are unaware of what they are supposed to do or where they are allowed to go on a train, some Amtrak people agree. They are so accustomed to buses and even aircraft where all you do is sit in your seat. Getting up and moving from car to car is a new experience for them, to say nothing of sitting and drinking in a lounge car or even ordering a meal in the diner... Congressmen want the best for their districts someone said, yet no legislator wants to be associated with a total boondoggle, Running the Turbo in West Virginia, as was done a few years back, was tried over those heavy grades to see how it would run. Putting a short Turbo on a Florida run or in the corridor would have filled it to capacity but not revealed how much more it could have carried. By putting it on a western-direction line, with lower density, perhaps

something could be determined. Well, the train doubled loadings on the Parkersburg line, but not enough to sustain it. Amtrak was under tremendous pressure at the time to run trains all over the country for whomever wanted them. In West Virginia it was good marketing with no population density. Those B&O grades are perhaps the most rugged in the East. The Turbo didn't run well... GG-1 electrics should remain with Amtrak for 5 more years, despite the coming of the n3w electric E60CP's and P30CH's... In selecting names for trains, Amtrak says it stays away from traditional names. Also, no names that are too local-sounding (JAMES RIVER, for example, on a Norfolk-Chicago train. Amtrak likes the term "Limited" better than "Express"... No Indian names will be considered for Amtrak trains. Amtrak was criticized by Indian groups because of the ex-Santa Fe 11-bedroom cars of the "Indian" series. There were charges of racial slurs. Particular objection was raised about the name "Indian Squaw"...

* * *

'The Arrowhead'

THE ARROWHEAD

Train 761	Train 763		Train 766	
Mon-Friday (read down)	**Sat., Sun. & Holidays** (read down)		**Daily** (read up)	
7:45 a	9:00 a	lv. Superior	ar.	9:55 p
10:35 a	11:50 a	ar. Minneapolis	lv.	7:05 p

Amtrak announced in an April 11 press release the startup of service on the long-awaited Minneapolis-Duluth/Superior route. On April 15 there will be a special inaugural train leaving Minneapolis at 1:30pm, following a 30-minute ceremony. It will arrive Superior at 4:30 and Duluth at 5:25. The regular schedule of the new train, the ARROWHEAD, is given above. The first revenue runs will occur on April 16.

This Twin Cities-Twin Ports train, supported under Section 403-B by the states of Minnesota and Wisconsin, will make the run without intermediate stops, and will connect with the NORTH COAST HIAWATHA to and from Milwaukee and Chicago. Amtrak said that the train operates out of the Superior terminal, which is about 4 miles from downtown Duluth, with possible extension to Duluth at some future time.

One factor which made the run possible was the arrangement to lease three cars from Burlington Northern for the train. The leased cars are Northern Pacific cars 512, 576, and 589 (coaches) and 451 diner.

Amtrak said that arrangements are being made with the Duluth Transit Authority to provide bus connections to and from trains at the Superior station to downtown Duluth. One-way coach fare is $8.00.

Express Ads

COLORFUL COLORADO HOLIDAY one-week escorted tour from San Francisco & Sacramento by private GWT pullman & lounge cars attached to Amtrak's S.F. ZEPHYR. Comprehensive Colorado sightseeing includes D&RGW's SILVERTON and RIO GRANDE ZEPHYR. Three departures: June 7 & 28, Aug. 23. Brochure on this and other rail tours available from GREAT WESTERN TOURS, Sheraton-Palace Hotel, San Francisco 94105.

AMTRAK EAST THIS SPRING AND SAVE. New round trip coach excursions from Chicago to Washington DC $61.00 (save $20) to Norfolk $70.00 (save $23) to Cincinnati $23.50 (save $7.50) to Miami $99.00 (save $49). Combine with Circle fares from West Coast. $228 takes you San Francisco and Los Angeles to New Orleans, Chicago Seattle and home. Ask about other circle and excursion fares. Reserve now thru Let's Travel, P O Box 2768, Riverside CA 92506. Phone 714-787-8350.

Bangor and Aroostook, Central Vermont, New Haven and Boston and Albany and North Shore Line uniform buttons 60¢ each. J.Lajoie, 22 Stevens, Methuen, Mass. 01844.

CROFUTT'S TRANS-CONTINENTAL TOURIST (1874 Edition)

Now available in a beautiful facsimile edition. Here's your opportunity to vicariously experience what it was like to travel by train from New York to San Francisco a hundred years ago via the newly-opened Grand Trans-Continental Rail Road. All 254 stops are vividly depicted in this unique tourist survival guide to the "Wild West." In addition to a history of the planning and building of the line from Omaha to San Francisco, Crofutt describes accommodations and sights, and provides tips on getting along with fellow passengers, buffalo hunting, and encountering Indians. This 160-page 8½x11" book features two 37" pull-outs; a DETAILED ROUTE MAP and a COMPLETE TIME TABLE, plus 80 ILLUSTRATIONS. It's only $9.95 postpaid. Your money back if returned in 10 days. Supply is limited. Make check payable to POTSDAM ASSOCIATES and mail to Potsdam Associates, P.O. Box 1010, Boston, Mass. 02103.

KANSAS CITY TERMINAL LOOP TRIP via private cars of the Smoky Hill Rwy and Historical Society. Ride freight only trackage! Date: May 10th and 12½. Place: Kansas City Union Station and return. Approx. 75-minute trip. Time: various runs both days. Fare $2.50. Info: S.H.RY.His. Soc., P.O. Box 124, Shawnee Mission, Kansas. Phone 816-474-5128 9-5pm.

INFORMATION FOR ADVERTISERS: Express ads are 50¢/line of 80 spaces. Display ads maximum size ½-page at $12.50; other sizes proportional. RTN, Box 9007, Berkeley

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